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REPORT NO. DOT-TSC-NHTSA-80-14

DOT-HS-805 487

✓ FRICTION TESTS OF A CHRYSLER 1978,225CID ENGINE

G.GAGNE, M.BELL, AND R. WALTER

U.S. DEPARTMENT OF TRANSPORTATION
RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION
TRANSPORTATION SYSTEMS CENTER
CAMBRIDGE MA 02142



FINAL REPORT
SEPTEMBER 1980



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| | | | |
|---|--|---|--|
| 1. Report No. DOT-HS-805 487 | 2. Government Accession No. | 3. Recipient's Catalog No. | |
| 4. Title and Subtitle ✓ Friction Tests of a Chrysler 1978, 225CID Engine | | 5. Report Date September 1980 | 6. Performing Organization Code DOT/TSC |
| | | 8. Performing Organization Report No. DOT-TSC-NHTSA-80-14 | |
| 7. Author(s) G.Gagne, M.Bell, and R.Walter | | 10. Work Unit No. (TRAIS) HS055/R0420 | |
| 9. Performing Organization Name and Address U.S. Department of Transportation Research and Special Programs Administration Transportation Systems Center Cambridge MA 02142 | | 11. Contract or Grant No. | |
| | | 13. Type of Report and Period Covered Final Report | |
| 12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Office of Research and Development Washington DC 20590 | | 14. Sponsoring Agency Code DOT/NHTSA | |
| 15. Supplementary Notes | | | |
| 16. Abstract <p>This document reports tests on a 1978 Chrysler, 225 CID, six-cylinder engine to determine the losses due to friction and accessories. The tests were conducted at the Automotive Research laboratory of the Transportation Systems Center with the engine attached to the dynamometer. The latter is programmable to measure either power output or power absorption. Graphs of the results are presented.</p> <div data-bbox="1094 1276 1407 1547" data-label="Image">A rectangular stamp with a double border. Inside, the text reads: "DEPARTMENT OF TRANSPORTATION" at the top, "DEC 1 1979" in the middle, and "LIBRARY" at the bottom.</div> | | | |
| 17. Key Words motoring power absorption emissions | | 18. Distribution Statement DOCUMENT IS AVAILABLE TO THE U.S. PUBLIC THROUGH THE NATIONAL TECHNICAL INFORMATION SERVICE, SPRINGFIELD, VIRGINIA 22161 | |
| 19. Security Classif. (of this report) Unclassified | 20. Security Classif. (of this page) Unclassified | 21. No. of Pages 20 | 22. Price |

PREFACE

This report presents the test results of friction and accessory losses from a 1978 Chrysler 225 CID engine. This work was performed in the Automotive Research Laboratory at the Transportation Systems Center of the U.S. Department of Transportation. This work satisfies a requirement under the task "Experimental Data on Existing Components" of the Automotive Fuel Economy Research and Analysis Support Program for NHTSA's Technology Assessment Division, Office of Passenger Vehicle Research. The authors gratefully acknowledge the technical support of Ralph Colello, Dr. Thomas Trella, Russell Zub, and Norman Deserres.

METRIC CONVERSION FACTORS

| Approximate Conversions to Metric Measures | | | |
|--|----------------------------|---------------------|-----------------|
| When You Know | Multiply by | To Find | Symbol |
| LENGTH | | | |
| inches | 2.5 | centimeters | cm |
| feet | 30 | meters | m |
| yards | 0.9 | kilometers | km |
| miles | 1.6 | | |
| AREA | | | |
| square inches | 6.5 | square centimeters | cm ² |
| square feet | 0.09 | square meters | m ² |
| square yards | 0.8 | square meters | m ² |
| square miles | 2.6 | square kilometers | km ² |
| acres | 0.4 | hectares | ha |
| MASS (weight) | | | |
| ounces | 28 | grams | g |
| pounds | 0.45 | kilograms | kg |
| short tons (2000 lb) | 0.9 | tonnes | t |
| VOLUME | | | |
| teaspoons | 5 | milliliters | ml |
| tablespoons | 15 | milliliters | ml |
| fluid ounces | 30 | milliliters | ml |
| cups | 0.24 | liters | l |
| pints | 0.47 | liters | l |
| quarts | 0.96 | liters | l |
| gallons | 3.8 | liters | l |
| cubic feet | 0.03 | cubic meters | m ³ |
| cubic yards | 0.76 | cubic meters | m ³ |
| TEMPERATURE (exact) | | | |
| Fahrenheit temperature | 5/9 (after subtracting 32) | Celsius temperature | °C |

| Approximate Conversions from Metric Measures | | | |
|--|-------------------|------------------------|-----------------|
| When You Know | Multiply by | To Find | Symbol |
| LENGTH | | | |
| millimeters | 0.04 | inches | in |
| centimeters | 0.4 | inches | in |
| meters | 3.3 | feet | ft |
| kilometers | 1.1 | miles | mi |
| | 0.6 | miles | mi |
| AREA | | | |
| square centimeters | 0.16 | square inches | in ² |
| square meters | 1.2 | square yards | yd ² |
| square kilometers | 0.4 | square miles | mi ² |
| hectares (10,000 m ²) | 2.5 | acres | ac |
| MASS (weight) | | | |
| grams | 0.035 | ounces | oz |
| kilograms | 2.2 | pounds | lb |
| tonnes (1000 kg) | 1.1 | short tons | ton |
| VOLUME | | | |
| milliliters | 0.03 | fluid ounces | fl oz |
| liters | 2.1 | pints | pt |
| liters | 1.06 | quarts | qt |
| liters | 0.26 | gallons | gal |
| cubic meters | 35 | cubic feet | ft ³ |
| cubic meters | 1.3 | cubic yards | yd ³ |
| TEMPERATURE (exact) | | | |
| Celsius temperature | 9/5 (then add 32) | Fahrenheit temperature | °F |

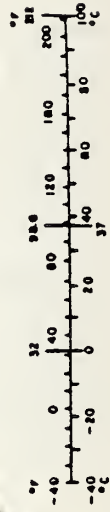


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1. INTRODUCTION

The work reported details the results of engine dynamometer testing for the frictional and accessory loads of a 1978 Chrysler, 6-cylinder 225 CID engine. The engine was driven from 500 to 4400 RPM at 500 RPM intervals while the motoring torque was measured. Measurements were made at ambient temperatures (~80°F) and fully warmed-up engine temperatures (~185°F) both with and without the fan.

2. EXPERIMENTAL DESIGN

This section briefly reviews the design and highlights the salient features of friction and accessory testing of the Chrysler 225 CID engine.

2.1 ENGINE

The manufacturer's specifications for the Chrysler 225 CID engine are given in Table 1. This mean-tolerance engine was broken-in with the test schedule shown in Table 2. The engine came equipped with an oxidation catalyst and EGR for emissions control. The engine was equipped with a manual transmission flywheel for mounting to the dynamometer.

2.2 TEST CONFIGURATION

The engine was installed in the DOT/TSC, Automotive Research Laboratory test cell No. 2. This cell has a DC programmable dynamometer for power absorption and motoring tests. Figures 1 and 2 show the electronic and fluid-flow configurations for the engine mounted in the cell for testing. For friction tests only speed, torque, temperatures, and pressures were recorded.

Instead of the standard air cleaner, air induction was through a laminar-flow element connected by a 4-inch ID plastic tubing to the carburetor. All engine vents (valve cover, carburetor, charcoal canister) were connected to the air-inlet system. Engine coolant and oil temperatures were maintained at $185^{\circ}\text{F} \pm 2^{\circ}\text{F}$ by external heat-exchangers. The catalytic converter, and the muffler were installed in the exhaust system to duplicate the normal engine back-pressure.

2.2.1 Instrumentation

Real-time measurements of emissions and engine performance were accomplished by the analog instrumentation shown in Table 3.

TABLE 1. ENGINE CHARACTERISTICS

| | |
|-------------------|-----------------------|
| Model Year | 1978 |
| Manufacturer | Chrysler Corp. |
| No. of cylinders | 6 |
| Displacement | 225 CID (3.7L) |
| Bore | 3.40 inches (86 mm) |
| Stroke | 4.125 inches (105 mm) |
| Compression ratio | 8.4 to 1 |
| Max. Rated HP | 109 @ 3600 rpm |
| Max. Rated Torque | 182 @ 2000 rpm |
| Calibration | 49 State, automatic |
| Transmission type | automatic |
| Engine weight* | 564 lbs (256 kg) |

* Includes starter, alternator, fan, manual transmission flywheel, bell housing, wire harness, battery cables, vacuum lines, air inlet system. Does not include radiator, water hoses, exhaust pipes, muffler, engine coolant, oil.

TABLE 2. CHRYSLER 225 CID ENGINE BREAK-IN SCHEDULE

| <u>Period</u> <u>(hr)</u> | <u>Speed</u> <u>(rpm)</u> | <u>Torque</u> <u>(lb-ft)</u> |
|------------------------------|------------------------------|---------------------------------|
| 1 | 1200 | 64.0 |
| 1 | 1600 | 94.5 |
| 1 | 2000 | 108.5 |
| 2 | 2400 | 122.5 |
| 2 | 2800 | 133.0 |
| 2 | 3200 | 136.5 |
| 2 | 3600 | 138.3(1) |
| 2 | 4000 | WOT (1) |
| 1/2 | 4400 | WOT (2) |

(1) Cycle 4 min. at load, 1 min. at 1600 rpm no load

(2) Check wide-open throttle (WOT) friction from 4400 rpm down

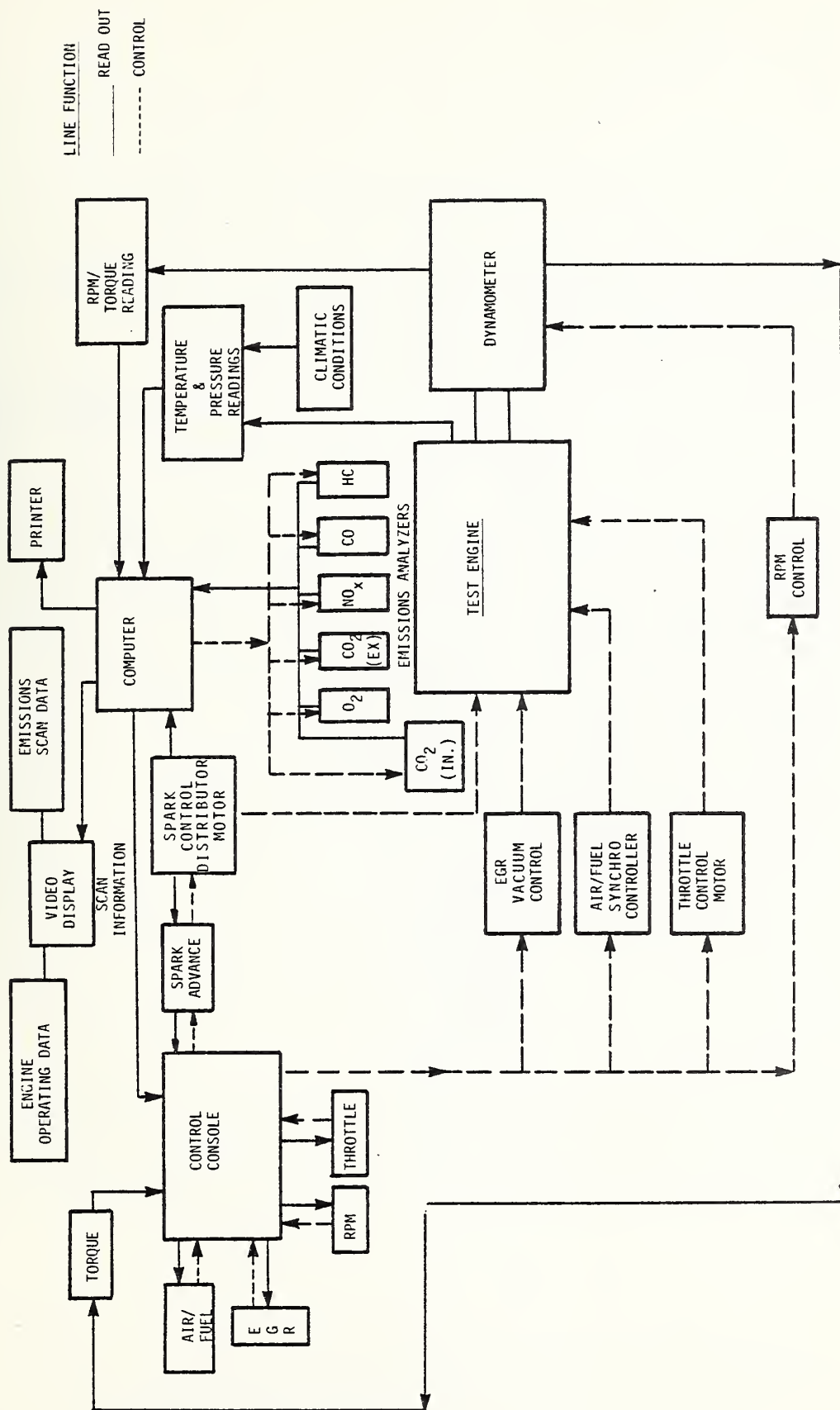


FIGURE 1. ELECTRONIC FLOW DIAGRAM

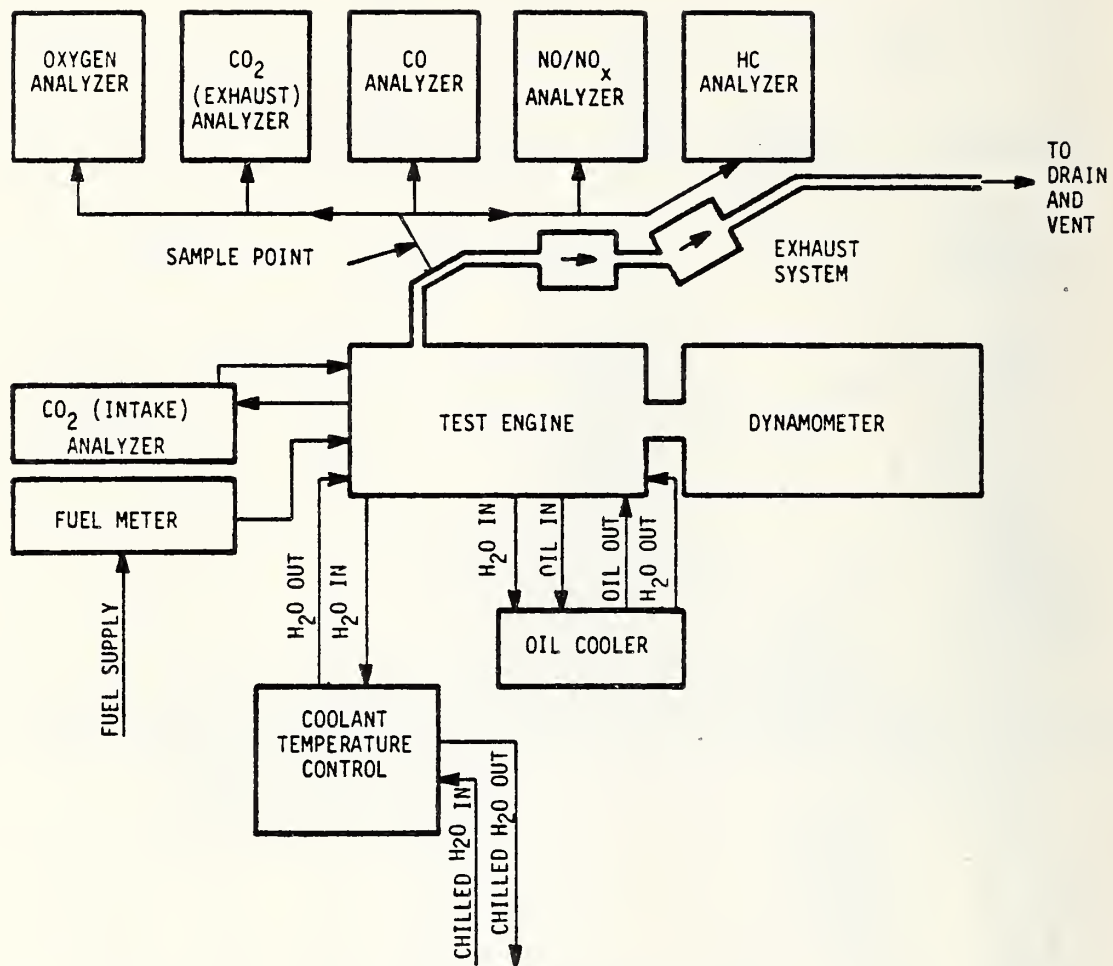


FIGURE 2. CELL NO. 2 TEST ENGINE FLUID FLOW

TABLE 3. ANALOG INSTRUMENTATION

| MEASURED VARIABLE | INSTRUMENT TYPE |
|-------------------------|---|
| Oil temp. | OMEGA type K thermocouple; CJ compensator |
| Ambient temp. | YSI Model 46T6 Tele-thermometer |
| Inlet air flow | MERRIAM 50MC2-4 Laminar flow element |
| Inlet air diff. press. | MKS Baratron type 77 |
| Air inlet temp. | OMEGA type K thermocouple; CJ compensator |
| Fuel inlet temp. | OMEGA type K thermocouple; CJ compensator |
| Coolant inlet temp. | OMEGA type K thermocouple; CJ compensator |
| Rel. Humidity | WEATHERMEASURE Model HM111 |
| Exhaust CO | BECKMAN 864 Infrared Analyzer |
| Exhaust CO ₂ | BECKMAN 864 Infrared Analyzer |
| Exhaust HC | BECKMAN 402 Hydrocarbon Analyzer |
| Exhaust NOx | BECKMAN 951 Chemiluminescent Analyzer |
| Exhaust O ₂ | BECKMAN 14330 Paramagnetic Analyzer |
| Intake CO ₂ | BECKMAN 864 Infrared Analyzer |
| Manifold vacuum | TYCO type AB 15 PSI transducer |
| Coolant exhaust temp. | OMEGA type K thermocouple; CJ compensator |
| Spark timing | 1.8K precision potentiometer |
| Peak Cylinder Press. | KISTLER 538A/601B1 Piezoelectric |
| Exhaust temp. AC | OMEGA type K thermocouple; CJ compensator |
| Exhaust temp. BC | OMEGA type K thermocouple; CJ compensator |
| Exhaust press. AC | TYCO type AB 6 PSI transducer |
| Exhaust press. BC | TYCO type AB 6 PSI transducer |

2.2.2 Data Acquisition

The data acquisition system was a Hewlett-Packard 21MX mini-computer with a 45kHz A/D converter and multiplexer. Analog signals from the instrumentation shown in Table 3 were routed, along with digital speed and torque signals, to this computer. The data was continuously updated on a video display and line printer. Data was stored on a disc for subsequent reduction.

2.3 FRICTION AND ACCESSORY TEST MATRIX

Engine friction losses were measured by motoring the engine with the DC dynamometer at a constant speed and recording the driving torque. The parasitic losses of various engine accessories (fan, alternator, air pump, etc.), can be determined by repeating the motoring tests with that particular accessory removed.

For these tests the speed and torque were measured while motoring the engine, from 500 rpm to 4400 rpm, at 500 rpm intervals both with and without the fan blades. Tests were performed with the engine at ambient temperature ($\sim 85^{\circ}\text{F}$) or at fully-warmed-up temperature ($\sim 185^{\circ}\text{F}$).

3. TEST PROCEDURES

All instrumentation was periodically checked and calibrated. For ambient tests the engine was motored and friction measurements performed prior to any actual engine operation. For the "fully-warmed" tests, the engine was operated at 1600 RPM at about 40 lb-ft torque until fully warmed-up and stabilized. Then fuel was shut off and the engine allowed to run until the small amount of fuel remaining in the carburetor was consumed. At this point, the throttle was opened fully and the engine was motored by the dynamometer. Speed and torque were measured at 500 RPM intervals from 4400 RPM down to 500 RPM. At each speed setting, the torque transients were allowed to stabilize before data was collected, usually about 5 seconds. Speed and torque data were collected by observation of the digital readouts on the operator control console. Data on speed and torque were manually recorded and horsepower calculated. All tests were run with a standard 10W-40 engine oil.

4. TEST RESULTS

The results of the friction and accessory tests with this engine are shown in Figures 3 through 5. Figure 3 shows the total motoring friction horsepower for this engine at ambient and operating temperatures and with the fan blades removed. The engine cold without the fan and the engine hot with the fan gave the same results. Figure 4 shows the friction horsepower difference between a cold and a hot engine. Figure 5 shows the fan losses obtained from the difference between motoring the engine with and without the fan. These results indicate that this engine, when cold, has 17 percent to 19 percent higher frictional losses than when hot. The fan contributes approximately 17 percent of the total frictional losses of this engine when hot.

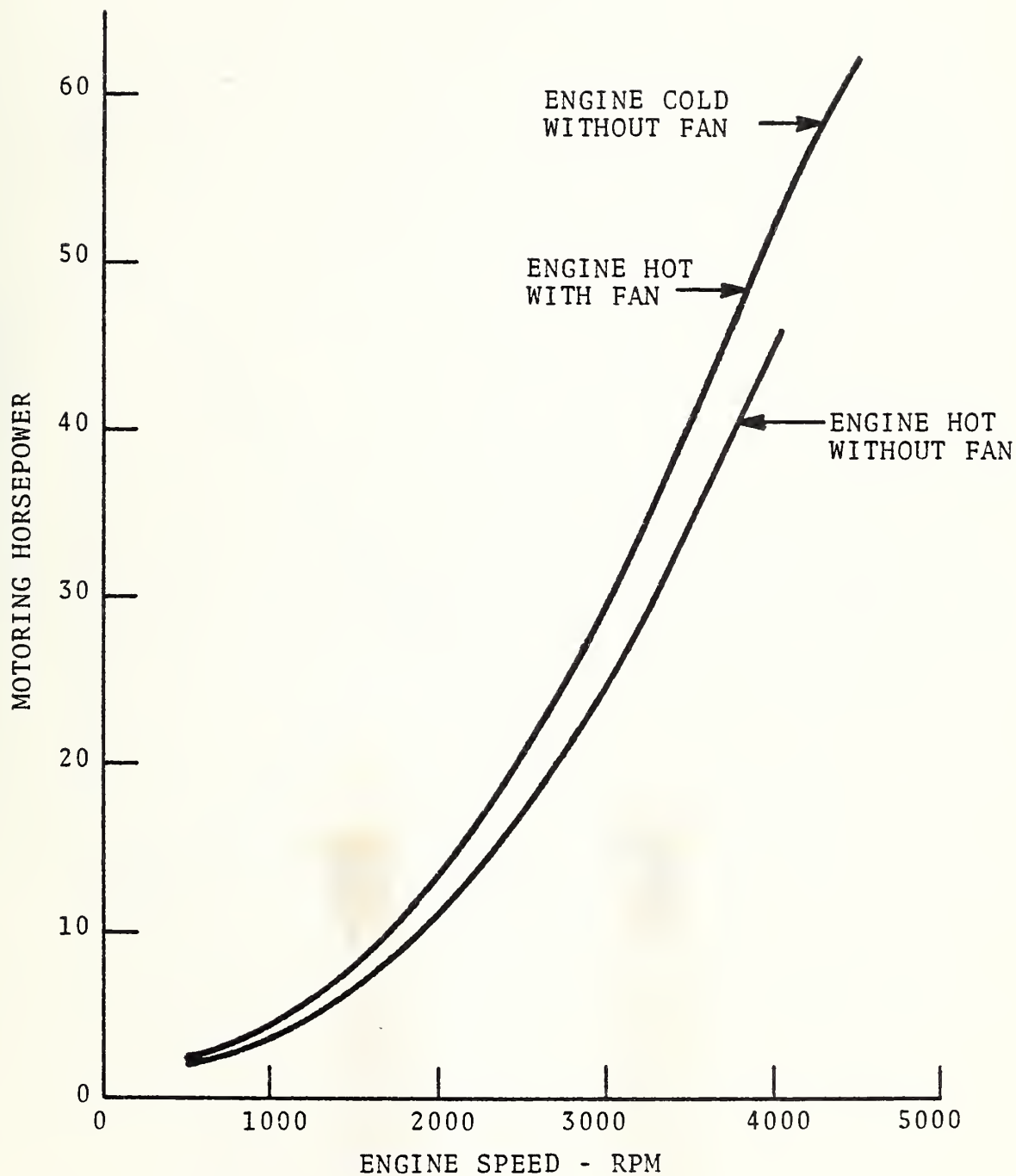


FIGURE 3. ALL FRICTION LOSSES

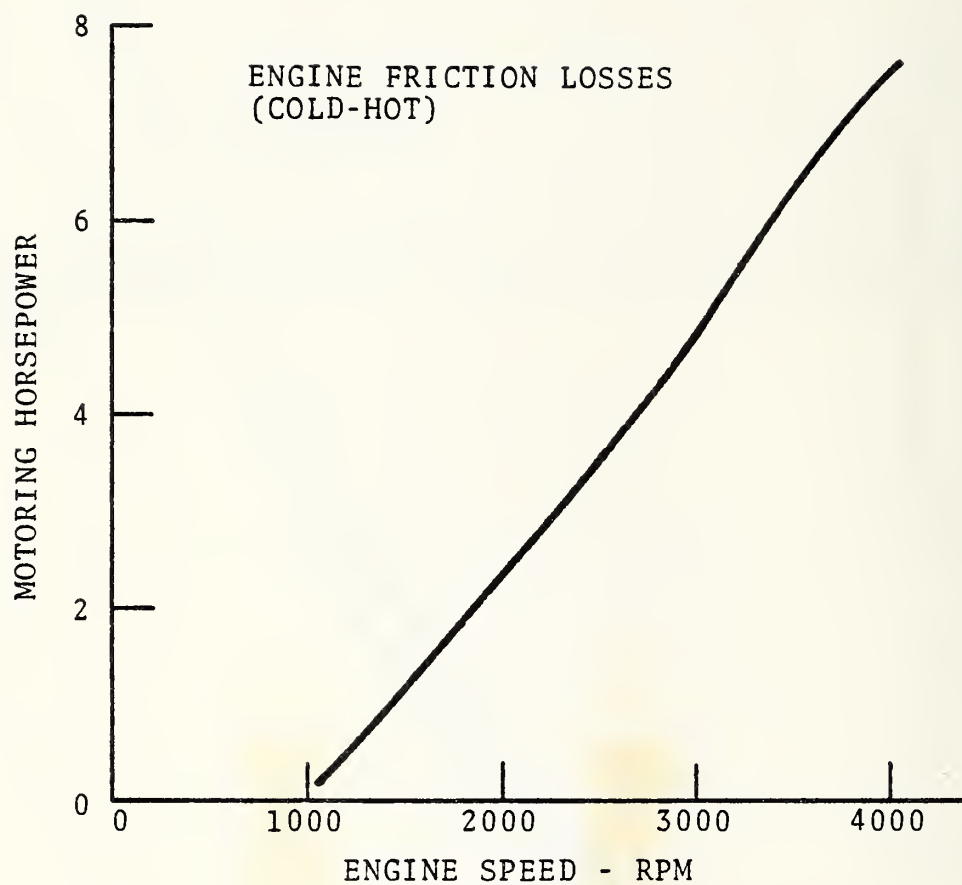


FIGURE 4. FRICTION LOSSES, COLD VS HOT

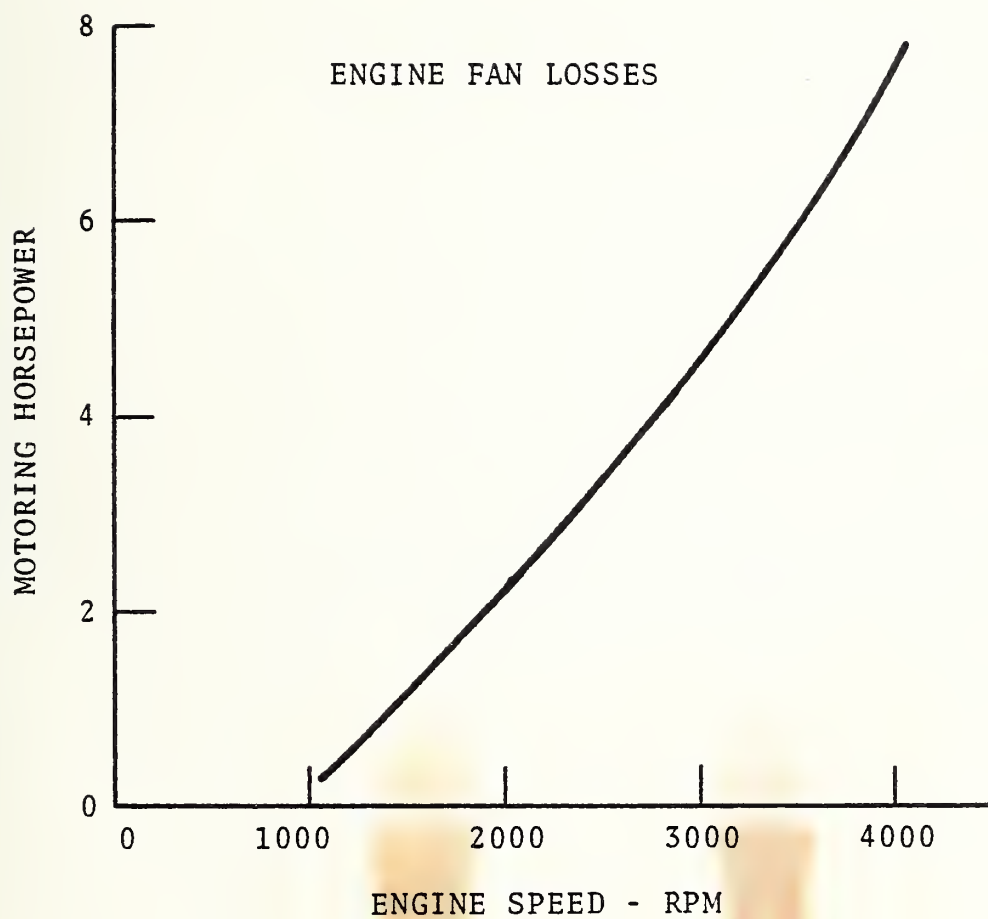


FIGURE 5. FAN FRICTION LOSSES

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1978, 225

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